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CD NO.

DATE OF INFORMATION : 1949

DATE DIST. 26 May 1943

NO. OF PAGES 2

SUPPLEMENT TO  
REPORT NO.

LANGUAGE Serbo-Croatian

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SOURCE Pomorstvo (Navigation), Vol IV, No 1, 1949.

**YUGOSLAVIA CUTS CHANNEL ON MONTENEGRO IN COAST**

At the end of May 1948, the Pomorsko Gradjevno Poduzeće (Marine Construction Enterprise) started to cut a channel in Milena Harbor to link the largest salt magazine in Yugoslavia with the sea. Forty seamen and other technical personnel with "Babarao" dredging equipment, two tugs, and several barges made up the construction team.

Before the salt magazine at Ulcinj, Montenegro, was built, the course for the new canal was an arm of the Bojana River. After the salt magazine was built, this arm was enclosed by a dam on the inner side of the basin. Large waves, which strike heavily against this part of the coast from the south and southwest, filled the outlet to the sea with sand making ship movements to the salt magazine impossible and preventing the influx of salt water.

Before World War II, a channel was maintained by which barges and small boats could carry salt out to the open sea and transfer it to larger vessels. During World War II, two unsuccessful attempts to dredge the channel were made by the Italians, but all dredging equipment was destroyed by bad weather.

After preliminary operations were completed, work began 1 July 1948 on cutting a channel through a sand bar about 200 meters offshore, while from the inner side of the basin a smaller dredge operated by the management of the salt machine out a trench averaging 1.4 meters deep.

By the end of October 1948, a cut about 400 meters long had been made. The cut was 30 meters wide and averaged 3.5 meters deep. This first phase of excavation permitted ships drawing up to 1.4 meters to approach the salt machine.

Now ships drawing 2 meters can load salt directly at the plant where it is produced. In the near future, the channel will be made wide and deep enough for larger ships, and a small harbor will be built to protect ships from bad weather. Work is now in progress toward widening and deepening the channel so that navigation in it may be maintained continuously with the aid of motor sailboats which come in to pick up salt.

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The channel will permit shipping large quantities of salt which have been lying in heaps at the salt magazine for the last 2 years. Before the channel was cut, shipping costs raised the cost of producing salt by 50 percent. A load of salt had to be loaded and unloaded three or four times in less than 5 kilometers, before it was finally loaded into the large ship which was to carry it to the consignee.

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